

SWITCHMEN'S LIFE TRULY STRENUOUS

HIS JOB AN IMPORTANT ONE IN
RAILROAD OPERA-
TION

AVERAGE LIFE EIGHT YEARS

Usually He Is Killed, Maimed or Rendered Unfit for Further Service in That Length of Time by Reason of Accident or Exposure—He Must Be an Athlete, Quick on His Feet, of Good Judgment and Above All Brave.

To the man who sits in front of the fireplace and reads his evening paper, to the traveler who gazes out of the observation car, at the fleeting icy railroad yards, and to the average person who does not come in touch with the actual conditions in the railway service over the country, the life of a switchman is just an ordinary "job" and nothing else.

Especially at this time when the switchmen's union in this country is asking for an advance in wages, is the real "down-to-grass" life of a railway yard switchman a feature that should be taken into consideration. It is not only the fact that the cost of living has increased, the experience in the work is becoming more inclusive, but when the existence of a switchman—his work, his dangers, his environment—are taken as food for thought their demands for higher pay do not look so commonplace.

In the first place it is well to bear in mind that the average life of a switchman in service, according to figures compiled not long ago, is only eight years. Before 1890 he only had five years to live in accordance with the death rate of his fellow workers. For a man to go to work with such a record to stare him in the face is enough to create a hundred strikes in the country today. Then there are some insurance companies who will not under any consideration insure the life of a railway switchman. They consider it far worse than any other occupation.

A switchman must have a brain, he must be quick on his feet and athletic and he must not be cowardly. Exposure to all kinds of weather, working under every adverse condition that could possibly be placed in his way, guarding in many cases the hundreds of human lives that pass through his tools of labor and finding himself responsible for much of the profit earnings of his company, the modern switchman must be a man in every sense of the word. The job was not cut out for a weakling, for a poet or for a man who is afraid of the dangers accompanying a slippery footboard.

It is the engine foreman and his switchmen in charge who make possible not only the assembling of the great freight trains out of the terminals, but who have to break them up in the various yards over the country, kicking two cars down this track, one car down that one and finally distributing the cars to their various trains, tracks and platforms.

The most difficult work in connection with the duties of a switchman is to learn the tangled, stringing maze of tracks and switches in the modern yards of today. To know by his orders just where a car is to be switched, to find the right stand, to throw the switch instantly and to jump first from one car to another and then gracefully stand in the middle of the track and fall on to the footboard of a switch engine, is a trick that costs many lives in the undergraduate days and disables hundreds of men over the country before they become efficient in their work.

Above all a man must keep his head. To lose his head in the hundreds of tracks and switches that swim into a night mare at the beginning of the work is the loss of his position. Especially at night when the red and green lights dance all through the yards and look like a colored milky way, a man must know his tracks, respond quickly to a certain natural instinct for a certain track, dart to a switch stand and fling the lever like lightning—then back again as the huge black cars loom into sight, swish by with a clatter and pass on into darkness again.

Offentimes sympathy for the brakeman who is seen shivering on the top of a freight train, is heard. He finds a warm place in the average heart because they believe his position on the top of a flying, swaying, icy boxcar is dangerous and gives added exposure to the elements. But here is where there is a chance for rest and warmth. The front-end brakeman has the warmth of the engine in which to rest and snatch sleep. The rear-end brakeman can spend his spare time curled up on the cushions of the cabooses.

There is no warm engine and caboose for the switchman. The long lines of boxcars along through which the coldest and fiercest winds blow are his only shelter. Rain, sleet, snow and wind always catch him out along the switches, yanking at stubborn couplers and straining every muscle to throw frozen switch levers. The railroads must keep up their traffic and their time and their machinery has little feeling for bad weather.

Thus it will be seen that the life of a switchman is not to be envied at any pay they might receive. Very few switchmen, after a few years' service are able to show a perfect body—there is always a finger, a hand, a foot, an arm or a leg gone.—to pay the price for their hazardous undertaking. The railroads of the country turn out hundreds of men every year—men who endured the strictest physical test at their entrance into railroad work—and who left their work unable to be of any use in the world.

The average switchman is a big strapping and good-natured fellow—and if they survive their life's work they live to a good ripe old age. They are the lowest paid men in the operative end of railroading considering their risks and work. This is just a little example of the duties of a railroad switchman. The railroad side can be seen every day by a glance at the news columns sent out from "headquarters."

RAILROAD NOTES—
Fireman Thomas Trauer is laying off a few days.
Engineer T. B. Bowen is marked up on the off duty board for one trip.
Joaquin Vigil, machinist helper in

ENDS BACKACHE MISERY AND REGULATES KIDNEYS

The most effective and harmless way to cure backache and regulate out-of-order kidneys, or end bladder trouble, is to take several doses of Pape's Diuretic.

You will distinctly feel that your kidneys and urinary organs are being cleaned, healed and vitalized, and all the miserable symptoms, such as backache, headache, nervousness, rheumatism and darting pains, inflammation or swollen eyelids, irritability, sleeplessness, or suppressed, painful or frequent urination (especially at night) and other distress, leaving after taking the first few doses.

The moment you suspect any kidney or urinary disorder, or rheumatism, begin taking this harmless preparation as directed, with the knowledge that there is no other medicine at any price, made anywhere else in the world, which will effect so thorough and prompt a cure as a fifty-cent treatment of Pape's Diuretic, which any druggist can supply.

Your physician, pharmacist, banker or any mercantile agency will tell you that Pape, Thompson & Pape, of Cincinnati, is a large and responsible medicine concern, thoroughly worthy of your confidence.

Don't be miserable or worried another moment with a lame back or clogged, inactive kidneys or bladder misery. All this goes after you start taking Pape's Diuretic, and in a few days you feel and know that your kidneys, liver and urinary system are healthy, clean and normal, and all danger passed.

Accept only Pape's Diuretic—fifty-cent treatment—from any drug store—anywhere in the world.

the local shops, is confined to his home on account of sickness.

Cipriano Silva of the car repairer's gang, is off duty on account of sickness in his family.

Fireman Nye Smith has laid down the scoop for a few days for the purpose of resting up.

Fireman G. S. Vogel has laid the labors and sorrows of a smoke artist aside for a few days.

Engineer George Nelson is handling engine No. 1646 for a few days while Engineer George Sells is laying off.

Conductor Donnelly and crew backed up to Wagon Mound yesterday to pick up a train set out at that point enroute west.

Fireman Whetstone who has been off duty for the past four days is again back at his old tricks on engine No. 1653.

Conductor P. Stuart has returned from his visit to Albuquerque, where he has been spending the past week visiting with friends.

John Cadogan, air brake repairer with the local car repairer's gang, is again able to be back at his duties after being off for two days on account of sickness.

Fireman J. A. Bally is again back at the scoop on engine No. 1650 after being off for several days celebrating the arrival of a young heir at the Bally home.

Engineer Jeff Ruby and Fireman Milton of engine No. 1204 of the Raton division, are off duty here on account of the 1204 being sent to Albuquerque for a trip.

Engineer C. A. Wolfe has reported for duty on engine No. 1654, which has just returned from the Albuquerque shops and been regularly assigned Engineer Wolfe.

Conductor O. E. Leach of the second division, accompanied by his wife, will leave soon for the east where they will remain for some time visiting as the guests of Mrs. Conductor Leach's parents.

Conductor Hansbro and crew of the second division, who have had charge of the work train between Las Vegas and Raton for the past month, are again lined up with the chain gang service.

E. A. Carter, operator at Wagon Mound, has been transferred to Fulton for temporary duty, relieving Operator Mike Hart, who is spending a few days' vacation in Las Vegas, visiting with his parents.

A. E. Bloxson, special officer of the Santa Fe company, left Albuquerque yesterday to work on a case where a man was relieved of \$300 and a railroad ticket while in the Duke City on Tuesday night.

Fireman D. McRae is taking a few days' layoff from engine No. 1607, giving Fireman Shaffer a chance to spade the black diamonds for awhile. Fireman Shaffer is a new fireman out of this point and is making his maiden trip on engine No. 1607.

Fireman Odling, of the Coast lines fired engine No. 1205 to this city yesterday an account of regular Fireman Vogel being unable to continue his run back from Albuquerque on account of sickness. Fireman Odling deadheaded back to Albuquerque yesterday afternoon.

Robert Rooney who has for some time past been employed in the office of Division Foreman Archer Talley, both as chief clerk and bonus clerk, has been transferred to Raton, where he has accepted a position as record clerk in the office of Master Mechanic Conley.

Engineer Wm. Trauer and fireman deadheaded to Albuquerque yesterday afternoon to take charge of engine No. 1654, which has been in the Albuquerque shops for the past two weeks being overhauled. Engine No. 1654 will return to Las Vegas for service out of this city.

Brakeman Johnnie McGuire has been relieved from duty on Conductor Hetzler's crew on account of the return to duty in the freight service of Brakeman A. F. Youngston. Johnnie will go the slow route for awhile.

Brakeman F. Naudstrom has returned to his duties on Conductor Pritchett's run after being off duty for several days on account of the death of his wife. Brakeman Youngston who has been handling Brakeman Naudstrom's run has returned to the freight service.

Engine No. 1214 was returned to the Las Vegas division last night on No. 9, after being out of service for some weeks in the La Junta shops for a general overhauling. Engine No. 1214 has been assigned to Engineer Arthur Lowe, who had charge of the engine before it was sent to the La Junta shops.

E. T. Bently, a switchman in the Santa Fe yards at Albuquerque, who was brought to Las Vegas some time ago for treatment at the Santa Fe hospital for an injured hand, received while switching cars around the Duke City yards, returned last evening to Albuquerque, having been discharged from the hospital at this place.

Conductor J. W. Burks and crew took charge of the California limited at this point yesterday, relieving Conductor Clark and crew who were compelled to lay down their duties here on account of the 16-hour law. The change was made particularly by train No. 3 being delayed on account of a slight accident on the Raton mountain.

Conductor J. D. Flannigan piloted engine No. 1203 to Albuquerque yesterday, Engineer Marion Stewart being in charge of the engine. Engine No. 1203 was sent to Albuquerque to handle the Chicago limited out of the Duke City last night on account of the engine on the California limited being too late into Albuquerque to return last night.

Strenuous efforts are being put forth by railroad officials of all roads to abolish the use of intoxicating drinks among the railroad employees, especial watch being kept over employees while operating trains. A prominent official expressed himself in this wise the other day: "The greatest amount of good judgment is necessary on the part of employees on trains, especially so in winter time, while on duty, and employees can not act with good judgment when their brains are befogged with cheap whiskey or alcoholic stimulants of any kind."

The purchase of timber lands and their reforestation by the railroads of the United States was urged by Gifford Pinchot, chief forester of the department of agriculture at a conference at Chicago this week of presidents and officials of the leading railroads. Mr. Pinchot suggested this scheme as a means of preserving the forests and at the same time to provide railroad ties and posts for future use. Replying to the suggestions by Mr. Pinchot, President H. U. Mudge of the Chicago, Rock Island & Pacific railroad, declared in view of the possibility that within fifty years the railroads might be under government ownership, the national government should provide for the future needs of the railroads.

There is a rumor afloat that the Pacific Express company is going to quit business after May 1 of next year. This rumor has been gaining strength until it seems that the express company is probably doomed. The cause of the rumor is the fact



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On our entire line of Suits, Coats, Neckwear, Scarfs, beautiful Hand Bags, Kimonos, Pillow Tops, Handkerchiefs and Hosiery to make room for more goods.

Mrs. Standish.

that the Wells-Fargo gets the business on the Union Pacific railroad next May 1. It is almost certain that the United States Express company will get the business of the Wabash railroad. At present the Pacific company has these two roads. When this transfer of business occurs, the Pacific will have only the Missouri Pacific railroad's business, from Kansas City to St. Louis and Kansas City to Geneseo. The Wabash railroad and the Missouri Pacific road are both Gould, lines and according to the rumor Gould will not split his business between two companies. If such is true the Pacific Express company will lose the only business it has and will be forced to retire.

A BIG STORE THAT DOES A BIG BUSINESS
A store that is unequalled in New Mexico when it comes to extensive floor space, class of goods handled, affable clerks and the volume of business it transacts, is the store of E. Rosenwald & Son, on the plaza.

Just now this store is holding its annual December clearance sale, and this sale, coming as it does just previous to Christmas, is attracting Christmas shoppers by the hundreds. There is nothing you can buy at a big city department store that you cannot buy at Rosenwald's. Because a special sale is on, the bargains are even greater than usual, and the Christmas shopper that fails to visit the big store on the plaza in the next few days will be missing one of the biggest events of the holiday rush.

No purchase is too small to receive careful consideration and prompt attention. A visit to this store, glistening with Christmas goods, will result in your finding that gift you have been searching for.

There is ever so much more steady, dependable fun in content than in happiness.

The thing that makes a man most conceited about himself is for a girl to tell him he doesn't seem to.

Clairvoyant, Palmist, Medium



MME. MIZPAH

Tells your name, why you called, whom and when you marry, gives dates, facts about all you wish to know. Tells of deaths, journeys, law suits, business investments, etc. Reunites the separated, locates the lost. Tells you how you can win the one you love. If you want to consult a true medium, visit Mizpah.

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A man's idea of a bad temper is a wife who won't be scolded without scolding back.

Rich Men's Gifts Are Poor
beside this: "I want to go on record as saying that I regard Electric Bitters as one of the greatest gifts that God has made to woman," writes Mrs. O. Rhineault, of Vestal Center, N. Y. "I can never forget what it has done for me." This glorious medicine gives a woman buoyant spirits, vigor of body and brilliant health. It quickly cures nervousness, sleeplessness, melancholy, headache, backache, fainting and dizzy spells; soon builds up the weak, ailing and sickly. Try them. 50c at all druggists.

No true woman will stand for the way her husband arranges the furniture in a room.



Oil Heat Without Smoke

No matter how sensitive your olfactory nerves may be, or under what working conditions you encounter the

PERFECTION Oil Heater

(Equipped with Smokeless Device)

you'll not detect the slightest odor of smoke.

The Perfection Oil Heater neither smokes nor diffuses odor. The new Automatic Smokeless Device

positively prevents both. Repeated tests during its incipency and development, innumerable trials after it had been pronounced perfect by the inventor, demonstrated its utility and sure effectiveness.

The wick cannot be turned up beyond the point of its greatest effectiveness. It locks automatically and thus secures the greatest heat-yielding flame without a sign of smoke or smell. Removed in an instant for cleaning.

Solid brass font holds 4 quarts of oil—sufficient to give out a glowing heat for 9 hours—solid brass wick carriers—damper top—cool handle—oil indicator. Heater beautifully finished in nickel or Japan in a variety of styles.

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(Incorporated)

Always The Same Good
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For
Home,
Buffet
and
Club



A fact worthy of note, and an argument far more potent than words—

The truly appreciative lover of good beer goes blocks out of his way, (when necessary) to enjoy that delightfully satisfying, individual goodness peculiar to



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